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is achieved. In the first place, the thread of the story is never lost. In spite of many incidental analyses of causes and effects, the reader generally has his attention fixed upon a narrative. Again, much is made of the many extraordinary individuals who adorn the pathway of the agrarian crusade. Four pages, for example, are devoted to a presentation of our own Ignatius Donnelly, and two to "Sockless Jerry Simpson" of Kansas. Several lively episodes such as the meeting of the Kansas legislature of 1893 have also been fortunate enough to escape an undeserved proscription. Finally the author has a ready and graceful flow of English. The volume merits and doubtless will obtain a wide popularity, especially in Minnesota and the Northwest.

JOHN D. HICKS

The Michigan Fur Trade (Michigan Historical Publications, University Series, vol. 5, pp. i-xii, 1-201). By IDA AMANDA JOHNSON. (Lansing, Michigan Historical Commission, 1919.)

This volume is made up of two monographs, one on the fur trade and the other a history of *The Pere Marquette Railroad Company*. Since the latter study has no special interest for Minnesota readers it will not be reviewed here. It might be in place, however, to criticise the policy of binding in the same volume two monographs as different in character as these two are. Each has its own title-page and index, and there is no title-page for the volume as a whole, in spite of the fact that it is paged consecutively throughout.

The monograph on the fur trade comprises a survey, in nine short chapters, of the French, British, and American periods of the trade in Michigan, with an additional chapter on "The Trader's Life." The first chapter, "Pioneer Trade," deals with the French policy and introduces such characters as Nicolet, Groseilliers and Radisson, La Salle, and the Jesuits. With chapter 2 the scene shifts to Detroit and an account is given of the work of Cadillac and his successors, while chapter 3 deals with the rivalry of Michilimackinac and other posts with Detroit. Chapters 4 and 5 take up the British policy and early trade, bringing the story down to 1796, when the posts were surren-

dered under the provision of Jay's treaty. American traders then appear upon the scene, and an account is given of the rivalry between British and American trading interests, which continued until after the War of 1812. The fur trade was at its height between 1815 and 1834, after which came a rather rapid decline as the fur-trader's frontier passed into Wisconsin and Minnesota. Five maps at the close of the study give the location of the principal posts during the different periods, together with land cessions under Indian treaties and the amount of the fur trade in different counties in 1840. There is a useful bibliography, but the index is distinctly inadequate.

The monograph appears to be carefully done, but there is not very much in it of special interest to a Minnesota reader. The names of Groseilliers and Radisson, Du Luth, and Joseph Rollette are about the only ones suggestive of Minnesota. Perhaps the chief interest of the study to Minnesotans lies in the fact that the fur trade in Michigan is a type of what took place in their own region when the fur-trader's frontier passed over the upper Mississippi country; and it is of special interest to remember that the two frontiers were linked together in the person of Henry Hastings Sibley, who was born in Detroit, passed through the apprenticeship stage in the fur trade at Mackinac under Robert Stuart, and became a partner in the American Fur Company in 1834, when Ramsay Crooks became president of the reorganized company after the retirement of John Jacob Astor.

WILSON P. SHORTRIDGE